TRANSPORTATION IN THE '90s

REGIONAL
PLANS
FOR
BRITISH
COLUMBIA.

BC

FREEDOM TO MOVE

90-04853/

In November, 1988, the Government of British Columbia, through the Minister of Transportation and Highways, issued a challenge to British Columbians to take part in the planning of a strategy for developing a transportation network for the province. Eight Regional Transportation Committees were formed and given the responsibility of preparing transportation plans for their regions. These plans were prepared to meet three objectives:

1. *to determine the present and future transportation needs and priorities of each region;*

2. *to analyze issues and provide supporting documentation for recommended projects; and*

3. *to recommend to government a transportation plan that included short and long term considerations.*

Over the following year, these Transportation Committees received extensive input from individuals, groups, agencies, and other interested parties. This input has formed the basis of the Regional Plans detailed on the following pages.

In each of the following sections, maps show the planned capital expenditures for each region. The projects are divided into two categories: those that are studies, planning, or engineering only, and those that are actual construction.

These projects are not the entire plan. They are the first steps toward achieving longer term objectives, and toward addressing the issues, concerns, and needs identified in the planning process. This document will be updated annually to reflect ongoing progress and to incorporate changing priorities.

REGION 1

VANCOUVER ISLAND – COAST

The Transportation Committee for Vancouver Island – Coast Region has 12 members who conducted public hearings in 11 communities and accepted briefs from residents, community groups, local councils and others. By analyzing results of the hearings and the 163 briefs submitted, the Committee was able to develop 18 policy recommendations, nine highway projects, ten air projects, four rail projects and three marine projects.

The most important recommendations were:

- advance the completion of the Island Highway by three years;
- facilitate intra-regional air services;
- place operational control of rail activities into a regional management organization;
- create a task force to study BC Ferry Corporation strategy and long-range planning objectives.

ISSUES

- The Committee found that the highways in the region are inadequate for the region's needs, primarily because of age and capacity limits. Nearly a quarter of the arterial roads in the region are congested now, with most of these at the south end of Vancouver Island.
- Both traffic and population growth have been strong and are expected to continue, placing ever-increasing demands on the system.
- With growing population on the west coast of the Island, the need to upgrade some of the east-west routes is becoming important. Although road transportation has been steadily reducing the proportion of traffic carried by rail and coastal freighters, expenditures on these routes have not kept pace.
- Air facilities were generally found to be inadequate to meet current needs. The major problem is the lack of point-to-point service within the region.
- Rail service was seen to be a major issue, with concerns expressed that if passenger service is abandoned, all rail services in the region will also likely be abandoned. It was felt that more responsive rail management could ensure preservation of the system.
- There was an expressed belief that expansion of the rail system on Vancouver Island might be feasible and should be considered as part of the long term strategy.
- Coastal shipping concerns revolved around the provision of adequate dock facilities, charges for use and subsidy levels for shipping operators.
- The major marine issue was seen to be the future corporate direction of the BC Ferry Corporation. Specifically, in addition to the usual concerns of Island communities, the level and extent of public consultation in the development of this future corporate direction was seen to be important.
- A high priority defined by the Committee was the need to ensure that planning and development is coordinated between BC Ferry Corporation and such other agencies as the Ministry of Transportation and Highways.
- It was felt that transit needs in the region can generally be met by the addition of buses and specialized vehicles and services. The Committee recognized that with the possible exception of certain municipalities near Victoria, there is not sufficient population to support rapid transit.

BLUE PRINT FOR ACTION

A new ferry route between Tsawwassen and Nanaimo began service on May 1, 1990.

A study will be undertaken to examine the replacement of the Gabriola Island ferry with a bridge.

A master demand study will be made of point-to-point air services on Vancouver Island to encourage private air carriers to introduce new services.

The government is now beginning construction on the Island Highway project - a billion dollar, six-year project that will upgrade most sections to expressway standard and some to full freeway standard. The project includes a new inland route north of Parksville to replace the most difficult and dangerous sections of the existing highway.

A number of highway projects that have been under way or planned for some time will continue or begin in 1990-91, including several on Highway 14 (Colwood to Sooke upgrading, Coopers Cove, the Jordan River Bridge, the Circo Bridge, the Canoe Creek Bridge and the Pat Phillips Bridge).

Projects beginning or continuing on Highway 19 include a trucklane on Shaw Hill and the Keogh River Bridge.

Projects beginning or continuing on Highway 4 include Port Alberni curb and gutter, and upgrading between Parksville and Port Alberni.

A number of other projects will also be undertaken throughout the region, including relocation of the Durrance Lake Road, four-laning of Nicol Street in Nanaimo, the Marble River Bridge at Port Alice, upgrading the Departure Bay/Brechin Hill access, preliminary study on Highway 28 between Campbell River and Gold River and on the Crofton Road access.

Further work on the development of a new airport at Port Alberni is proposed in 1990-91.

A market feasibility study of point-to-point air services within the region is underway.

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 1: VANCOUVER ISLAND – COAST

1 Hwy 19: Shaw Hill – Trucklane
2 Hwy 4: Canoe Creek – Bridge Replacement
3 Hwy 19: Keogh River – Bridge Replacement
4 East-West Bamfield Connector Study
5 Hwy 19: Nicol Street, Nanaimo – Four-Laning
6 Durrance Lake Road: Relocation New Construction
7 Hwy 14: Colwood-Sooke – Four-Laning
8 Port Alice Road: Marble River Bridge Replacement
9 Hwy 14: Sooke-Coopers Cove Realignment
10 Port Alberni: Curb and Gutter
11 Hwy 1/19: Brechin Hill/Departure Bay – Traffic Study
12 Hwy 4: Parksville-Port Alberni – Trucklanes
13 Hwy 28: Campbell River-Gold River – Trucklanes
14 Hwy 14: Jordan River Bridge
15 Hwy 14: Circo & Pat Phillips Bridge Replacements
16 Island Highway Major Project
17 Crofton Road: New Alignment and Construction
18 Lake Cowichan – Port Alberni Circle Route Study
19 Gabriola Island Bridge Study
20 Port Alberni: Continue New Airport Construction
21 Hwy 19: Reroute to Campbell River Harbour Development
22 Swartz Bay Terminal Improvements
23 Swartz Bay New Ferries
24 Nanaimo Ferry Terminal Improvements
25 Nanaimo New Ferries

REGION 2

LOWER MAINLAND – SOUTHWEST

The Transportation Planning Committee for the Lower Mainland – Southwest Region received input from seven Regional District Planning Sub-committees having a total of 56 members, a technical and community-oriented task force for the GVRD and five sub-committees covering the other regional districts: Sunshine Coast, Dewdney-Alouette, Squamish-Lillooet, Central Fraser Valley and Fraser Cheam.

The Committees and task forces held 19 public meetings and received 291 submissions from municipalities, industry and individuals. Based on this input and backed by a previously published base-line study, the Committees were able to formulate 70 policy recommendations, 10 air transportation projects, 156 highway projects, 10 marine projects, 9 rail projects, and 43 transit projects.

The most important recommendations were:

- construct a third runway at Vancouver International Airport;
- provide road improvements to enhance safety and benefit transit services and movement of goods;
- upgrade the Horseshoe Bay ferry terminal;
- eliminate facility impediments to efficient rail traffic;
- extend the SkyTrain system and upgrade conventional transit bus services.

ISSUES

- The Lower Mainland is home to over 1.6 million people or 55% of the total population of British Columbia. While the high population density and economic activity result in major traffic problems, they also bring the opportunity to implement innovative and effective solutions to the movement of people.
- A better balance is needed between the use of public transportation and private vehicles. Efforts must be made to increase the use of non-polluting vehicles such as trolley buses and SkyTrain.
- The capacity of the existing highway and transit system must be optimized through the increased use of traffic management, bus lanes, park-and-ride lots and efficient transit exchanges.
- Needed extensions to the existing transportation network must be timely, cost-effective and environmentally acceptable.
- There is a need to ensure continuity between the major highways in the Lower Mainland and to provide an efficient road system to support local, regional and interprovincial goods movement.
- The safety of the transportation system must be maintained and increased. Railroad level crossings should be eliminated wherever possible. As well, effective dangerous goods regulations and enforcements should be maintained.
- A third runway is urgently needed at Vancouver International Airport.
- An overall strategy is required for all Lower Mainland airports under federal control.
- A policy for port development and administration is required.
- Major ferry terminals are in need of upgrading.
- It should be determined where the condition of facilities impedes efficient rail traffic and these conditions corrected.

BLUE PRINT FOR ACTION

The SkyTrain system will be extended to Whalley, to Lougheed Mall and Coquitlam Centre. A rapid transit system will be constructed between downtown Vancouver and Richmond and a third SeaBus ferry will be added to increase the capacity of the Burrard Inlet crossing.

Twenty articulated buses and 20 regular diesel buses will be added to the transit fleet each year for the next 10 years and existing trolley bus lines will be extended. Eleven new park-and-ride lots will be established over the plan period and transit exchanges will be constructed at Coquitlam Town Centre, Scottsdale Mall and at White Rock/South Surrey. North- and southbound bus lanes are under construction on Highway 99 leading to the George Massey Tunnel. Transit operations will also benefit from the construction of other park-and-ride facilities, bus lanes and queue jumper opportunities.

A major study will be undertaken in the Trans-Canada Highway corridor leading to Vancouver. The study will focus on improvements needed to increase the people-serving capability of this corridor and at ensuring efficient goods access to and from the city and its harbour. Improvements will also take place in the Highway 91 corridor, the Highway 10 corridor and the Upper Levels Highway. The Cassiar Connector is expected to be completed in 1992 and work on the Hastings Street/Barnet Highway will start this year.

The Gibsons bypass will be constructed and improvements will be made to Highway 101 on the Sunshine Coast. Duffy Lake Road will be sealcoated between Mount Currie and Lillooet and improvements to Highway 99 between Vancouver and Whistler will continue while design work on the Sea-to-Sky Highway proceeds.

Work will start on a new freeway north of the Fraser River and construction will be completed on Highway 7 between Pitt River and Harris Road and between Oliver Road and Birch Street in Mission. Highway 1 will be upgraded between the Vedder Canal and Whatcom Road and interchange improvements will be completed at Yale Road and Annis Road.

The Ministry of Transportation and Highways

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 2: LOWER MAINLAND – SOUTHWEST

SOUTHWEST AND FRASER VALLEY

continued from previous page

will continue to press Transport Canada for the early construction of a third runway at Vancouver International Airport and for an integrated long term development plan for the four Lower Mainland airports.

A ports policy for British Columbia is nearing completion and major improvements are being made to the Horseshoe Bay and Tsawwassen ferry terminals.

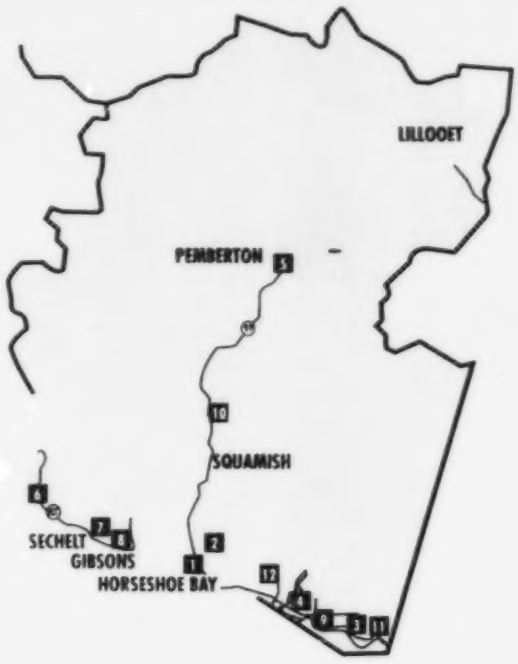
The federal government will be approached to find a solution to the congestion problems caused by the New Westminster Rail Bridge and to provide funding for a program aimed at eliminating railroad grade level crossings.

A number of air projects in the Squamish-Whistler-Pemberton area were identified. A study of the relative role of aviation facilities in these communities is proposed to determine the optimal allocation of future Air Transport Assistance Program grants.

Funding assistance for the Langley Airport is proposed to address a number of airport certification deficiencies.

1 Horseshoe Bay New Ferries
2 Horseshoe Bay Terminal Improvements
3 Hwy 7: Mission Couplet-Hwy 11 – Widen to Four Lanes
4 Hwy 7: Pitt River Bridge-Harris Rd – Install Median Barrier
5 Duffy Lake Rd: Mt Currie-Lillooet – Reconstruct and Sealcoat
6 Hwy 101: Secret Cove-Wood Bay – Reconstruct
7 Hwy 101: Portage Hill – Realign and Construct Passing Lane
8 Hwy 101: Gibsons Bypass Langdale-Payne
9 Fraser River Bridge: Begin Engineering Haney-Fort Langley
10 Sea-to-Sky Highway Major Project
11 Hwy 7: Through Mission – Planning Study to Improve Capacity
12 North Fraser Freeway: Maple Ridge-Coquitlam – Engineering/Planning to Determine Right of Way

SOUTHWEST



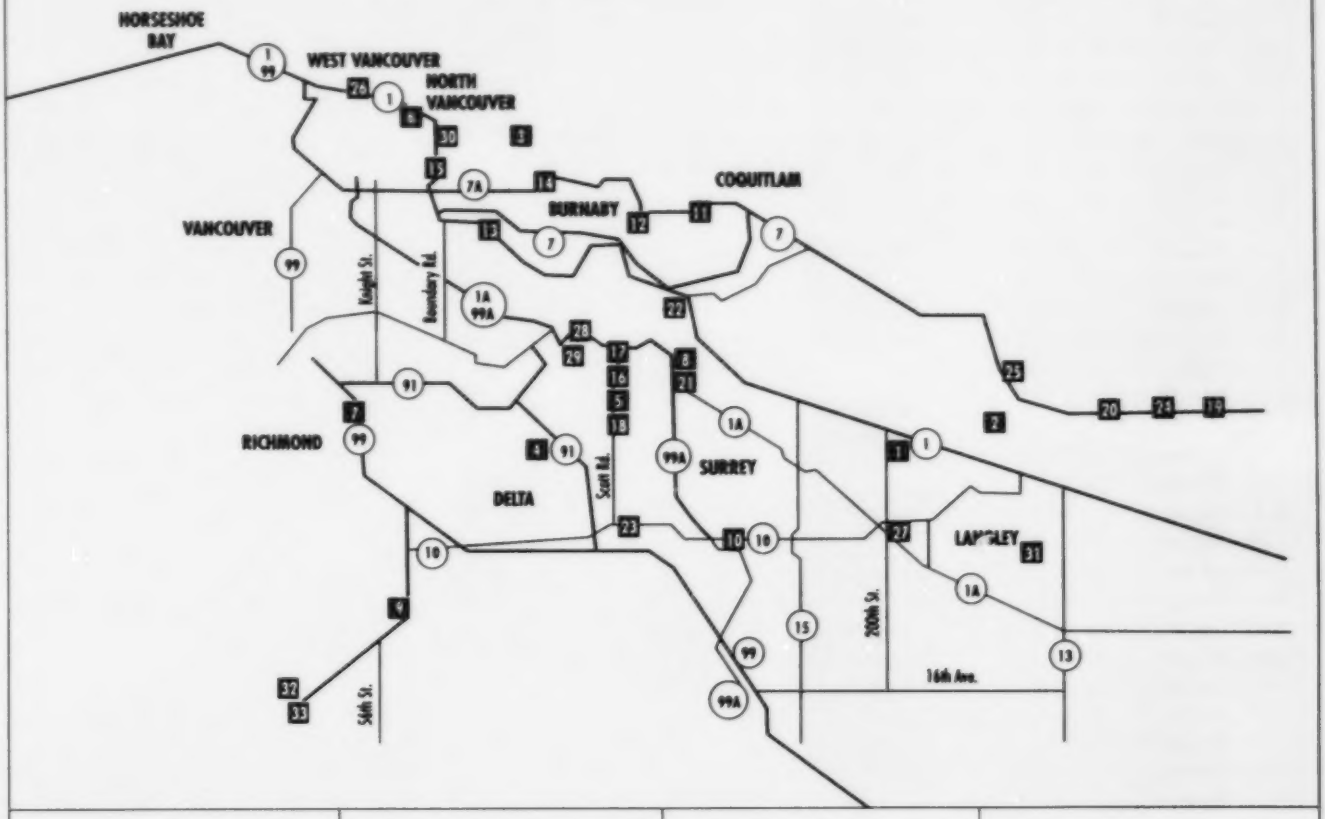
1 Hwy 1: Annis Rd – Construct Interchange
2 Hwy 1: Yale Road West – Construct Interchange
3 Hwy 1: Sumas-Vedder – Realign Around Barrowtown
4 Mission Bridge: Install Median Barrier
5 Maclure Rd: Hwy 11-Hwy 1 – Construct Railway Crossing and Interchange
6 Hwy 11: US Border-Hwy 1 – Reconstruct to Five Lanes
7 Hwy 1: Mt Lehman Interchange – Reconstruction

FRASER VALLEY

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 2: LOWER MAINLAND – SOUTHWEST

GREATER VANCOUVER REGIONAL DISTRICT



1 200 Street: 64th-86th Aves – Widen to Four Lanes
2 Albion Ferry: Capacity Increase Study
3 Dollarton Hwy: McCartney Cr-Deep Cove Reconstruct
4 Nordel Way: 112 St-116 St – Four-Laning
5 Scott Rd: Old Yale-Grace – Five-Laning
6 Upper Levels Hwy: Lonsdale Interchange
7 Hwy 99: Bus Lane Northbound-Matthews to Hwy 17/Massey Tunnel
8 King George Hwy: Reconstruct 108th Ave-128th St in Conjunction with SkyTrain
9 Hwy 17: 56th St-Hwy 99 – Install Median Barrier, Repave and Construct Overpass at 34B Ave
10 Hwy 10: 188th-192nd St – Widen to Four Lanes
11 Mariner Overhead Railway Grade Separation – Barnet to Dewdney Trunk
12 Broadway-Gaglardi Way to the East – Widen to Four Lanes
13 Burnaby Freeway Major Project
14 Barnet Highway Major Project
15 Cassiar Connector Major Project
16 Scott Road: Hwy 10-80th Ave – Four-Lane
17 Patullo-Scott Rd Interchange
18 Scott Road: Grace-96th Ave – Four Lane
19 Hwy 7: Silverdale-Oliver – Four-Laning
20 Hwy 7: IR 5-Whonnock – Four-Lane
21 Fraser Hwy: King George Hwy-140th St – Relocate for SkyTrain
22 Mary Hill Bypass: Four-Laning
23 Hwy 10: Scott Rd-152nd St – Four-Lane Study
24 Hwy 7: Whonnock-Silverdale – Four-Lane
25 Hwy 7: 240th St – Four-Lane
26 Upper Levels Hwy: Westview Interchange
27 200 St Railway Grade Separation Study
28 Columbia St: Front-Brunette – Widen to Six Lanes
29 Front St: Tenth-Columbia – Widen to Two Lanes Plus Railway Grade Separation
30 Hwy 1: Second Narrows Bridge – Eight Lanes
31 Langley: Misc. Airport Improvements
32 Tsawwassen Terminal Improvements
33 Tsawwassen New Ferries

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

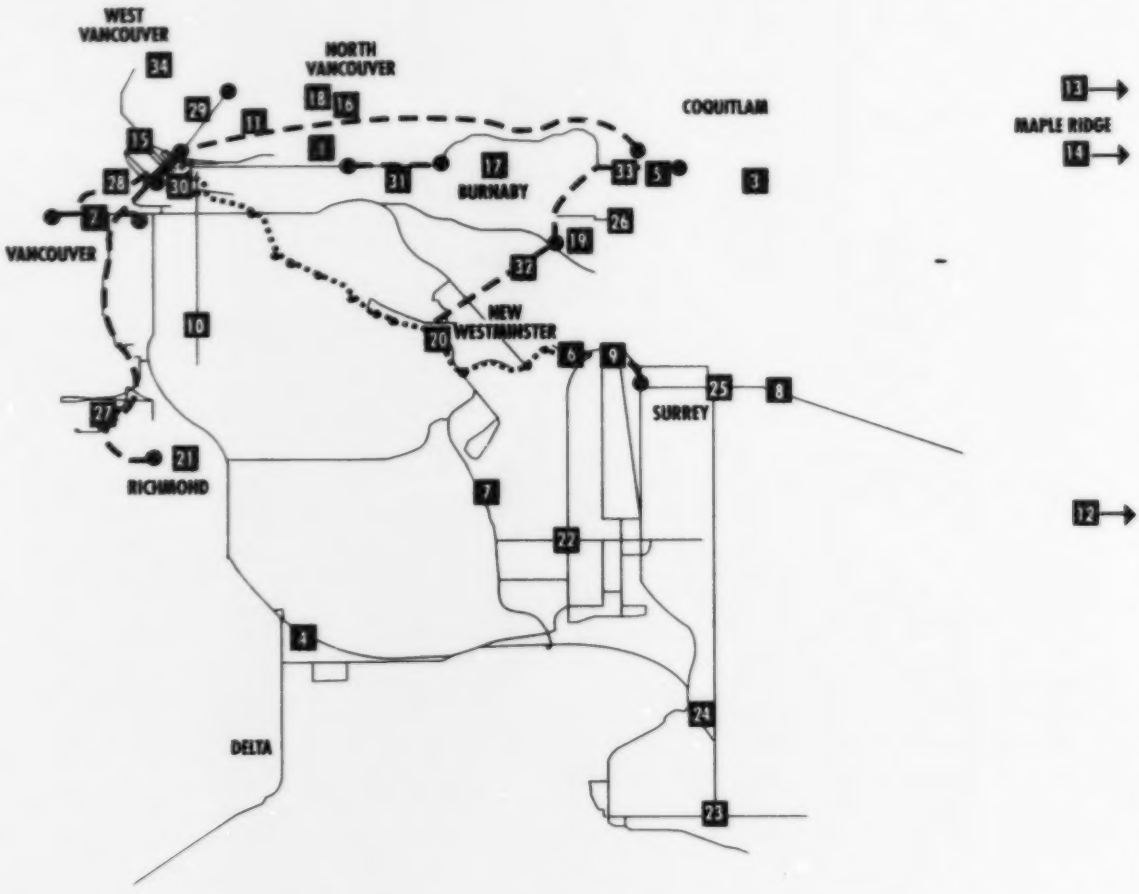
REGION 2: LOWER MAINLAND – SOUTHWEST

VANCOUVER REGIONAL TRANSIT SYSTEM

90 projects under/ scheduled for construction 1990-91

91 projects designed and engineered for construction 1991-92

92 projects planned for construction during/ beyond 1992-93



1990-91

Bus Shelters & Bus Purchases (Ongoing)

1 PNE Transit Exchange & Park-and-Ride
2 Broadway Express Trolley Wire
3 Coquitlam Centre Transit Exchange & Park-and-Ride
4 Burns Road Queue Jumper
5 Clarke Street Bus Lane
6 Scott Road Park-and-Ride

1991-92

7 North Delta Park-and-Ride
8 East Guildford Park-and-Ride
9 Whalley SkyTrain Extension
10 Main Street Trolley Short-Turn
11 Marine Service-Port Moody to Vancouver
12 Walnut Grove Loop
13 Maple Ridge Park-and-Ride
14 Maple Ridge Transit Exchange

1992-96

15 Stanley Park Loop
16 Phibbs Exchange/Highway 1 Bus Lane
17 Simon Fraser University Loop
18 Phibbs Exchange Park-and-Ride
19 Lougheed Mall Park-and-Ride
20 22nd St Station Park-and-Ride
21 Richmond Park-and-Ride
22 Scottsdale Mall Transit Exchange
23 White Rock/South Surrey Transit Exchange
24 South Surrey Park-and-Ride
25 Guildford Transit Exchange
26 Winslow Loop
27 Richmond Rapid Transit
28 Burrard Bridge Trolley Extension
29 SeaBus Additional Vessel
30 Pacific Boulevard Trolley Extension
31 East Hastings Trolley Extension
32 Lougheed Mall SkyTrain Extension
33 Rapid Transit to Coquitlam Centre
34 North Vancouver Park-and-Ride

REGION 3

THOMPSON - OKANAGAN

The Transportation Committee for Thompson-Okanagan Region consists of 14 members who conducted public hearings in 13 communities, accepting 237 written briefs and 167 oral presentations from residents, community groups, local councils and others. By analyzing the results of the hearings and briefs, the Committee was able to recommend 11 policy issues and 90 highways projects. Air, rail, transit and marine issues were dealt with primarily as policy issues, although specific support was given for several programs and specific projects that are underway or planned.

The highest priority projects, all involving highways, included:

- Highway 1: Donald-Golden-Yoho upgrading and correction of specific choke points between Kamloops and Monte Creek;
- Highway 3: Whipsaw Creek;
- Highway 97: upgrading between Westwold and Monte Creek, and improvements to the Osoyoos-Kelowna section.

ISSUES

- The Thompson-Okanagan Region has the highest population and number of urban centres and transportation services in B.C. outside the Lower Mainland. It is a crossroad for both east-west and north-south traffic. The region has the most extensive network of highways, but nearly 25% of them are congested. By the year 2000, without improvements, 42% of these highways are anticipated to be congested.
- There is a belief that there has been a decline in maintenance and improvements to the traffic systems in recent years in the region. Thus, both deferred maintenance and new programs are needed.
- More and more traffic formerly carried by rail is shifting to truck, much of which passes through this region on its way to or from other destinations.
- The Committee fully endorses the concept of a National Highway System serving interprovincial and international transportation needs.
- The region's short term priorities expressed a need to deal with existing bottlenecks, summer traffic choke points and areas with high accident rates.
- The longer term priority is to ensure the provision of an adequate highway network into the 21st century. This includes upgrading Highway 1 to the Alberta border, Highway 97 to the U.S. border, and Highway 3 to the Lower Mainland.
- The primary rail concerns relate to the continuing rail abandonment in the area and a desire, where abandonment cannot be stopped, to preserve the rail corridors for future transportation needs.
- Congestion at Vancouver International Airport flows back and causes delays and operational problems in the region; therefore support was given for the improvements contemplated in Vancouver.
- Similarly, much of the goods moved from and through the region are destined for or travelling from the ports at tidewater. Any projects that will improve the flow of goods through the ports or through the Lower Mainland itself will benefit the region.
- General transit improvements are expected to be made as the population and demand levels grow, both for the general population and for those with specialized needs.

BLUE PRINT FOR ACTION

The Okanagan Connector project linking the Okanagan Valley to the Coquihalla Highway will continue, with completion in 1990.

The major upgrade to Highway 97 from the U.S. border to Highway 1 will continue in several locations simultaneously.

On Highway 1, 13 significant projects will be started or have preliminary engineering undertaken. These include projects from Barnhartvale to Campbell Creek, Campbell Creek to Monte Creek, Donald to Golden, Golden east of Yoho Bridge, Squilax to Sorrento Notch Hill, Notch Hill to Blind Bay, Perry River to Revelstoke, Golden to Edelweiss four-laning, Sicamous to Stadnicki Road, Canoe to Annis Bay, Annis Bay to Sicamous, and Hospital Road to Highway 97B.

On Highway 3, projects will begin at Whipsaw Creek, and Friday Creek to Sunday Summit.

On Highway 5, upgrading between Kamloops and Heffley Creek will continue.

On Highway 6, engineering will begin between Aberdeen and Coldstream Ranch.

In addition, several site-specific projects will begin or continue in 1990-91, including work at the Ashcroft and Squilax Bridges, and on the access roads to Tod Mountain and Apex ski areas.

A grant for the provision of lights at the Merritt Airport is proposed in 1990-91 to improve access to the Nicola Valley.

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 3: THOMPSON – OKANAGAN

1 Ashcroft Bridge Replacement
2 Squilax Bridge Replacement
3 Hwy 1: Barnhartvale-Campbell Cr – Widen to Four Lanes
4 Hwy 5: Kamloops IR-Heffley Crk – Widen to Four Lanes
5 Tod Mountain Road: Realignment & Pave
6 Apex Access Road: Realignment & Pave
7 Hwy 1: Golden-Edelweiss – Four-Laning

8 Hwy 8: Okanagan Connector Major Project
9 Hwy 97: Okanagan Major Project
10 Hwy 1: Canoe-Annis Bay – Widen to Four Lanes
11 Hwy 1: Hospital Rd-Hwy 97B – Widen to Four Lanes
12 Hwy 3: Whipsaw Creek – Realign
13 Hwy 1: 10 Mile-Park Boundary – Widen to Four Lanes
14 Hwy 1: Campbell Crk-Monte Crk – Widen to Four Lanes

15 Hwy 1: Notch Hill-Blind Bay – Widen to Four Lanes (Some Five Lanes)
16 Hwy 1: Perry R-Revelstoke – Widen to Four Lanes
17 Hwy 6: Aberdeen-Coldstream Ranch – Widen to Four Lanes
18 Hwy 3: Friday Creek-Sunday Summit – Widen to Four Lanes

19 Hwy 1: Donald-Golden – Widen to Four Lanes
20 Hwy 1: Squilax-Notch Hill – Widen to Four Lanes
21 Hwy 1: Sicamous-Stadnicki Rd – Widen to Four Lanes
22 Hwy 1: Annis Bay-Sicamous – Widen to Four Lanes
23 Merritt: Airport Lighting

REGION 4

KOOTENAY

The Transportation Committee for Kootenay Region consists of 27 members who conducted public hearings in seven communities and accepted written briefs from residents, community groups, local councils and others. By analyzing results of the hearings and the 137 briefs, the Committee was able to formulate 12 policy recommendations, 66 highways projects, 11 air projects and three inland ferry projects.

The most important recommendations related to improvement of Highway 3 by the addition of passing lanes, bridge widening and alignment improvements. Rail abandonment, and the examination of potential new highway routes in the region were also significant to the Committee.

ISSUES

- Highway 3 is a major trunk route for interprovincial traffic as well as an important local traffic artery. It has been recognized as such in the National Highway Policy study.
- The Free Trade Agreement is expected to have a significant impact on the region since Highway 3 is the closest arterial route to the U.S. border. The 10 border crossings are anticipated to carry much more traffic in the future.
- Alberta is planning significant upgrading of Highway 3 on their side of the border, including twinning it both east and west of Lethbridge.
- A general slowing of rail activities and a pattern of recent rail line abandonments suggest even more traffic will shift to highways in the future.
- Major congestion is occurring now in the town centres on Highway 3 in the region, therefore urban improvements were included in the Committee's recommendations.
- The major air issue is the need for a facility that can support night operations in the western part of the region. As well, the Grand Forks Airport was identified as being in need of upgrading, and the Elk Valley identified as being in need of lighting.

BLUE PRINT FOR ACTION

In recognition of the importance of Highway 3, 12 projects will be started in 1990-91. These include additional passing lanes, a bridge widening program, realignment of certain bridge approaches, road improvements in Fernie, realignment at the Elko Tunnel, improvements at Johnstone Creek, the Erie Overhead and the intersection with Highway 33.

Work will continue on the Trail Smelter Hill relocation and the Slocan Bluffs improvements.

Major bridge work or new construction will occur at the Panorama Bridge and Castlegar.

Feasibility studies will be started for the Jumbo Pass route and the Highway 43 extension (into Alberta).

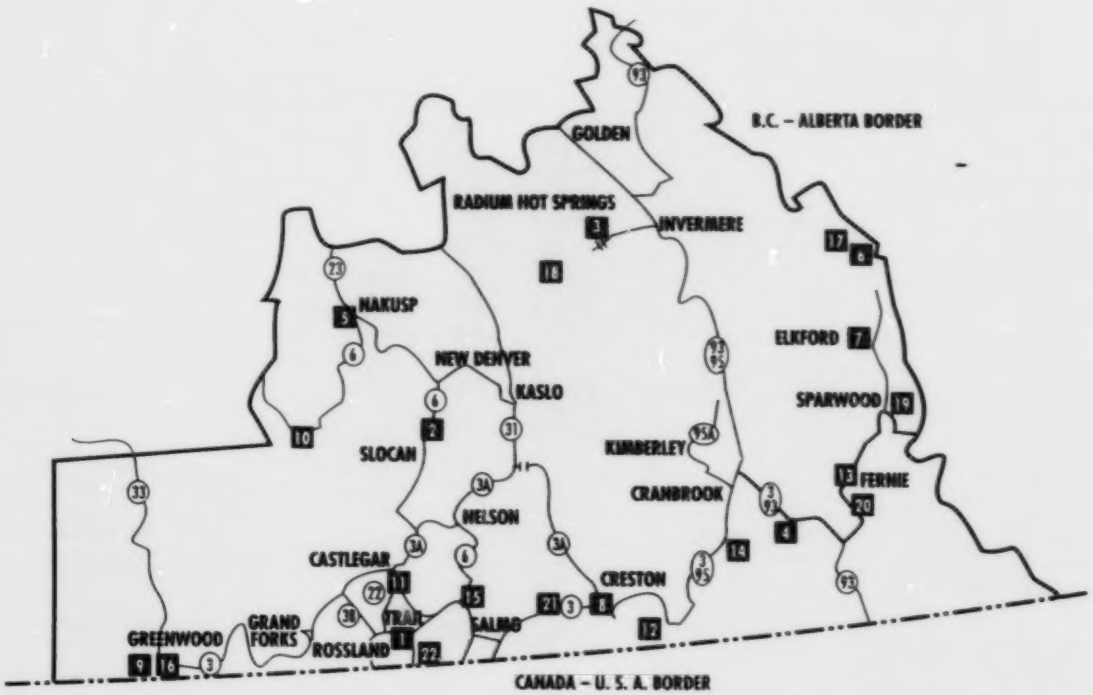
Several ferry service improvements will be commenced on the Arrow Lakes, including the replacement of the Needles Ferry.

Funds for a runway extension at the Trail Airport are proposed for 1990-91 in order to enhance medevac capability in the area.

Development studies for improvements to the Kaslo and Nakusp Airports will be undertaken.

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 4: KOOTENAY



1 Hwy 22: Trail Smelter Hill Relocation
2 Hwy 6: Slocan Bluffs Reconstruction
3 Panorama Bridge Replacment
4 Hwy 3: Alberta Border-Osoyoos – Construct Passing Lanes (Various Locations)
5 Hwy 6: Roseberry-Hills – Reconstruct
6 Hwy 3: Sparwood-Michel – Realign Curve
7 Hwy 3: Olson – Construct Rail Overhead
8 Hwy 3/Hwy 21: Intersection Improvements
9 Hwy 3: Johnstone Creek – Improve Alignment
10 Arrow Lakes Ferries: Service Improvements – Needles, Arrow Park, Galena
11 Castlegar Bridge
12 Hwy 3: Bridge Widenings (Various Locations)
13 Hwy 3: Fernie – Curb and Gutter, Four-Laning
14 Hwy 3: Moyie Bluffs – Alignment Improvements
15 Hwy 3: Erie Rail Crossing – Construct Overpass
16 Hwy 3/Hwy 33: Intersection Improvement
17 Hwy 43: Extension to Alberta Study
18 Jumbo Pass Road Study
19 Hwy 3: Sparwood – Bridge and Alignment Improvements
20 Hwy 3: Elko Tunnel Realignment
21 Hwy 3: Salmo-Creston Snow Shed Study
22 Trail: Extend/Pave Airport Runway

The Transportation Committee for Cariboo Region consists of 18 members who conducted public hearings in 10 communities and accepted written briefs from residents, community groups, local councils and others. By analyzing results of the hearings and the 163 briefs, the Committee was able to formulate 34 policy recommendations, 75 highways projects, 12 air projects, three rail projects and one inland ferry project.

The most important recommendations were a desire to enhance and maintain existing highway systems, particularly Highway 97; to improve and enhance community airstrips, especially those that reduce isolation and provide medevac services; and to study and plan for the development of future roads that support economic diversification.

ISSUES

- The existing facilities are generally meeting the transportation needs of the region; therefore their preservation is a high priority. Highway 97, as the major north-south access, and Highway 16 as the major east-west access, are top priorities.
- Economic diversification of the region to reduce its dependence on resource industries is an important regional goal. Projects that contribute to this are a high priority.
- Nearly all communities expressed a need for improved airport facilities such as pavement, lighting or navigational aids.
- Better use could be made of rail facilities to help alleviate the demand and damage to the road system.

BLUE PRINT FOR ACTION

Work will continue on projects such as improvements on Sintich Road to Simon Fraser Bridge, bypass improvements on Highway 97 at Prince George, improvements to the John Hart Highway, and curb and gutter work in MacKenzie.

Bypass, truck routes and interchange improvements will begin in Williams Lake and Quesnel.

Intersection improvements will be undertaken in Williams Lake, at Highways 16 and 5, and at Highway 16 and First Ave. in Prince George.

Improvements to Highway 97 will begin – four-laning 93 mile to 96 mile, and passing lanes.

Work will be undertaken on the Borland Creek Bridge and at Buckhorn Damms and the Bear Lake Overpass.

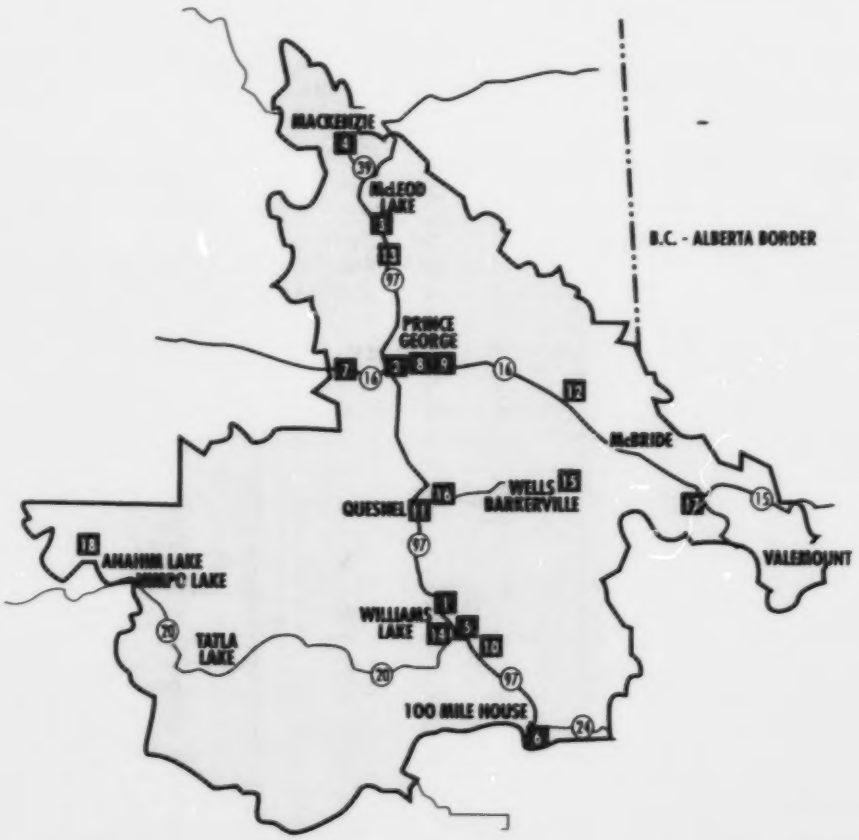
Feasibility studies will begin on the potential need for a new road along the Goat River from Barkerville to McBride.

Funds to pave a runway extension at the Anahim Lake Airport are proposed for 1990-91.

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 5: CARIBOO

1 Hwy 97: Williams Lk-Dawson Creek – Construct Passing Lanes (Various Locations)
2 Hwy 97: Sintich-Simon Fraser Bridge – Widen to Four Lanes Including Underpass
3 Hwy 97: John Hart Hwy – Reconstruct km 93.5-112.5
4 Hwy 39: MacKenzie – Curb and Gutter
5 North End Truck Route Williams Lake New Construction
6 Hwy 97: 93-96 Mile – Widen to Four Lane
7 Hwy 97: Buckhorn Damms – Vertical Alignment Pedestrian Underpass
8 Hwy 16: Prince George – 1st Ave Intersection Improvements
9 Hwy 97: Prince George Bypass Study on Possible Improvements
10 Hwy 97: 150 Mile House – Borland Creek Bridge Replacement
11 Quesnel: Fraser River Crossing Construction Nazko Rd-Hwy 97
12 Hwy 16: Prince George-McBride Alignment – Improvements at Catfish, Dome and Hungary
13 Hwy 97: Bear Lake Overpass Railway Grade Separation
14 Williams Lake Area: Intersection Improvements Hwy 20, Hwy 97 and Mackenzie Ave
15 McBride-Barkerville/Goat River Rd Study
16 Hwy 97: Quesnel Bypass
17 Hwy 16/Hwy 5: Interchange Improvements
18 Anahim Lake: Pave Runway Extension



REGION 6

NORTH COAST

The Transportation Committee for North Coast Region consists of nine members who conducted public hearings in nine communities and accepted written briefs from residents, community groups, local councils and others. By analyzing results of the hearings and the 40 briefs, the Committee was able to formulate 36 policy recommendations, 25 highways projects, six air projects, two rail projects and two marine projects.

The most important recommendations were to upgrade the two major regional highway corridors along Highway 16 and Highway 37.

ISSUES

- Transportation facilities development in north-western B.C. is primarily in support of economic development and highway safety, rather than to meet congestion problems. Highway 37 and Highway 16 are the two most important roads in the region.
- The creation of the National Parks on Moresby Island is expected to increase demand for ferry service.
- Isolated coastal communities have a need for improved ferry and barge services, especially for hazardous and dangerous cargos.
- Port facilities can be expanded easily and could serve as an alternate to Lower Mainland ports.
- There is concern that there will be further loss of rail service and capacity, especially through the Prince Rupert-Prince George corridor.

BLUE PRINT FOR ACTION

Work will continue on such projects as the Wathl Creek Bridge, the Nisga'a Highway from Cedar River to Sand Lake, and four-laning the Hazleton Arterial.

Several Highway 16 projects will continue, including intersection improvements at 599, the Esker Overhead and its approaches, and the Carnaby to Kitsequela improvements.

New work on Highway 37 will begin in 1990, including reconstruction at Hanna Creek, and upgrading between Meziadin and the Stikine River.

The Shames Mountain Ski Hill access road will be completed.

Further work to complete the development of the Bob Quinn Airstrip is planned to provide an air staging point for resource development activities and a safe landing facility for aircraft using the Highway 37 corridor.

A study of options for improving ferry access to the Prince Rupert Airport on Digby Island is underway.

Funds to continue with improvements to a system of helipads on the North Coast are proposed for 1990-91.

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 6: NORTH COAST

1 Wathl Creek Bridge: Replacement
2 Nisga'a Hwy: Cedar R-Sand Lk – Reconstruction
3 Hwy 16: Esker Rail Grade Separation
4 Hwy 16: Hazelton Arterial – Four-Laning
5 Hwy 37: km 6-km 15 North of Meziadin – Reconstruction
6 Shames Ski Hill Access Rd – Construction
7 Hwy 16: Carnaby-Kitsequela – Construction
8 Nisga'a Hwy: Zual Zap-Greenville – Reconstruction
9 Hwy 37: 15 km North of Meziadin-Bell 1 – Reconstruction
10 Hwy 16: Prince Rupert Bypass Study
11 Hwy 16/Hwy 599: Intersection Improvements
12 Hazelton: Second Bulkley Crossing
13 Hwy 16: Dumont Rail Crossing – Reconstruction Including Overpass
14 Hwy 37: Bell 1-Stikine River – Planning and Engineering
15 Kitimat Harbour Road Extension – Design
16 Masset Airport: Install Navigational Aids
17 Bob Quinn Lake: Complete New Airstrip
18 Construct Four Helipads

REGION 7

NECHAKO

The Transportation Committee for Nechako Region consists of 11 members who conducted public hearings in 11 communities and accepted written briefs from residents, community groups, local councils and others. By analyzing results of the hearings and the 65 briefs, the Committee was able to formulate 16 policy recommendations, 20 highways projects, nine air projects, two rail projects and two inland ferry projects.

The most important recommendations concerned Highways 16 and 37 as the most important routes in the region.

ISSUES

- Additional funding should be made available for the maintenance and improvement of existing highways.
- Safety on the highway is a priority, whether from the perspective of highway design, driver ability and knowledge, or the transportation of hazardous goods.
- The Air Transport Assistance Program is considered to be essential to meet airport capital needs. Specific upgrading is recommended for Dease Lake, Atlin, Fraser Lake and Fort St. James.
- Cost sharing of road works with municipalities is a significant issue, especially in the smaller communities. There is a general feeling that insufficient funding is available for this activity relative to the benefits it achieves.
- Resource roads are crucial to this region. There are ongoing difficulties with the current legislative and administrative framework under which resource roads are developed and operated.

BLUE PRINT FOR ACTION

Work will continue on the Engen Overhead on Highway 16, and additional work will begin at Stock Creek and 18 Mile Hill.

On Highway 37, work will begin between Centreville and Boya Lake, and between Dease Lake and Sawmill Point. As well, work will be done on the Dease River Bridge.

The Nechako Bridge and its approaches will be replaced starting in 1990-91.

Two corridor studies will be undertaken in the Smithers and Houston/Burns Lake areas.

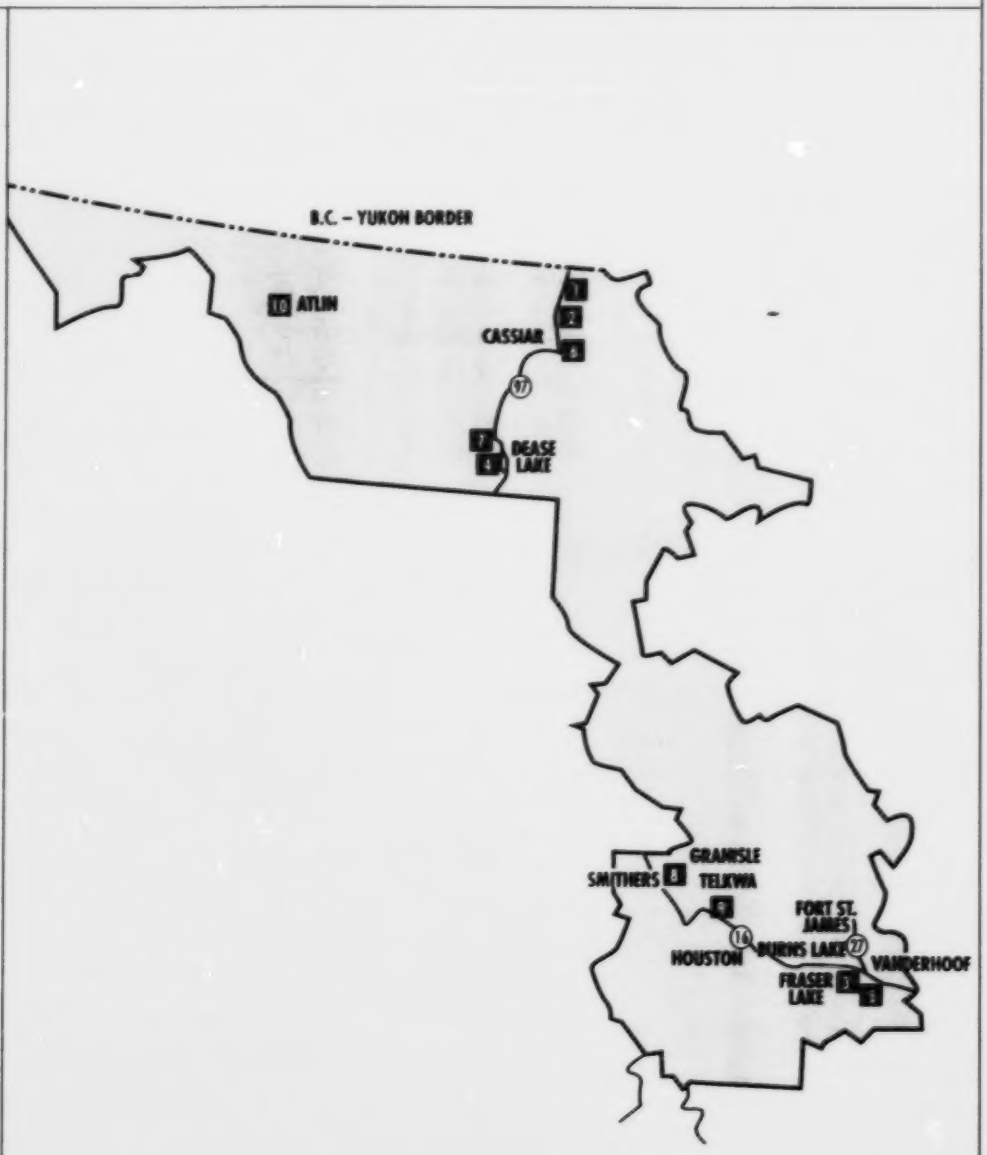
The government is reviewing its policy on resource roads to resolve the variety of problems and issues that have been identified in this and other regions.

Engineering and design work for runway paving at the Atlin Airport is proposed for 1990-91.

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 7: NECHAKO

1 Hwy 37: French Creek Bridge Replacement
2 Hwy 37: Blue River Bridge Replacement
3 Hwy 16: Engen Overhead Railway Grade Separation
4 Hwy 37: Dease River Bridge Replacement
5 Hwy 16: Vanderhoof – Nechako River Bridge Replacement
6 Hwy 37: Centerville-Boya Lake – Reconstruction
7 Hwy 37: Dease Lake-Sawmill Point – Reconstruction
8 Smithers Corridor Study
9 Houston/Burns Lake Corridor Study – Planning for Future Needs
10 Atlin: Engineering for Paving Runway



REGION 8

NORTHEAST

The Transportation Committee for Northeast Region consists of 10 members who conducted public hearings in seven communities and accepted written briefs from residents, community groups, local councils and others. By analyzing results of the hearings and the 50 briefs, the Committee was able to formulate 18 policy recommendations, 18 highways projects, six air projects and six rail projects.

The most important recommendations related to the maintenance of existing facilities and the resolution of resource road difficulties.

ISSUES

- The condition of the existing road network is a concern, as is the need for new road construction as a catalyst for development. Improved access into and out of the region is considered to be essential.
- The Pine Pass, as a main access to the region, is in need of significant work.
- There is a general feeling that the highways are being damaged by the volume of heavy truck traffic.

BLUE PRINT FOR ACTION

The Beatton River Crossing project will continue into 1990, along with some preliminary terrain study in support of a potential new route - the Rainbow Lake Connector.

A major new project will commence to provide access to Kinuseo Falls in Monkman Park. The goal is to have the project completed in time for the 50th anniversary of the Alaska Highway in 1992.

Significant work will also begin on the John Hart Highway at the Pine Pass.

Three projects to resolve local access problems will be undertaken: a road link connecting the Upper and Lower Halfway areas; reconstruction of the road between Fort Nelson and Clarke Lake; and a connector road in the Osborne Creek area.

Work will also be started on improvements to the Heritage Highway.

Priority will be given to an active program of highway repair throughout the region.

PROVINCE OF BRITISH COLUMBIA
CAPITAL PROGRAM

REGION 8: NORTHEAST

1 Beatton River Crossing: New Construction and Bridge
2 Kinuseo Falls Access: Reconstruction Resource Road
3 Hwy 97: Pine Pass – Bennett Creek-Mt Lemoray – Reconstruction
4 Heritage Hwy: Paving
5 Upper and Lower Halfway Rds Connection – Construction
6 Doig-Osborne Connection – Construction
7 Clark Lake Rd – Establish Ownership and Upgrade
8 North Peace: Secondary Road Development
9 Rainbow Lake Connector - Resource Road

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FREEDOM TO MOVE